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SOURCE Zheleznodorozhnyy Transport, No 1, 1947.URGES NARROW-GAUGE RAILROAD EXPANSION

V. Losev

On many USSR railroad systems, including the Sverdlovsk, Transcaucasus, Gor'kiy, Vinnitsa, Moscow-Kiev, and Moscow-Kursk systems, and the systems of the Baltic republics, there are narrow-gauge sections and branch lines, and even independent narrow-gauge divisions, such as the Gayvoron division of the Vinnitsa System and the Pyarnu division of the Estonian System. The narrow-gauge lines of the Estonian System total 650 kilometers, and those of the Vinnitsa System, 600 kilometers. The total length of narrow-gauge lines in the USSR network is 4,260 kilometers. Besides these general-service lines, there are narrow-gauge roads belonging to industrial enterprises.

The fact that, in spite of its proven advantages and possibilities, narrow-gauge transport has not been expanded on a large scale can be explained by an incorrect representation of its possibilities and ignorance of modern achievements in this line. In spite of many directives from the party and the government on the introduction of the necessary order in narrow-gauge transport, it is in a most unsatisfactory condition. A unified plan for the development of narrow-gauge lines as well as measures for the improvement of existing lines should be worked out. One of these measures should be the unification of narrow-gauge lines into a connected network which would furnish inter-rayon and even inter-republic communication. Intrasystem and intersystem connections should be established.

The realization of these and other projects in connection with narrow-gauge railroads would provide an inexpensive supplementary railroad system which would permit a more favorable configuration of freight flow and which would free wide-gauge roads from some types of freight.

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